

EO-347
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SURFACE TRANSPORTATION BOARD

Washington, DC 20423
Office of Economics, Environmental Analysis, and Administration

Mr. Brian Grennell
State Historic Preservation Office
Michigan Historical Center
702 W. Kalamazoo Street
Lansing, MI 48909

November 16, 2006

**Re: STB Docket No. AB-290 (Sub-No. 284X), Norfolk Southern
Railway Company - Abandonment Exemption - in Kalamazoo
County, Michigan**

Dear Mr. Grennell:

As you may know, Norfolk Southern Railway Company (NS) filed a notice of exemption with the Surface Transportation Board (Board) seeking approval authority to abandon an approximately 1.4-mile rail line in Kalamazoo County, Michigan. The Board's approval of the abandonment is considered an undertaking under Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) (NHPA) and is thus covered under its provisions.

The Section of Environmental Analysis (SEA) is the office within the Board responsible for conducting the environmental review process pursuant to the National Environmental Policy Act (NEPA), including the NHPA. Your office requested that an Application for Section 106 Review (Form) be prepared for this proposed abandonment. Accordingly, we are submitting the Form with the requested information and pictures.

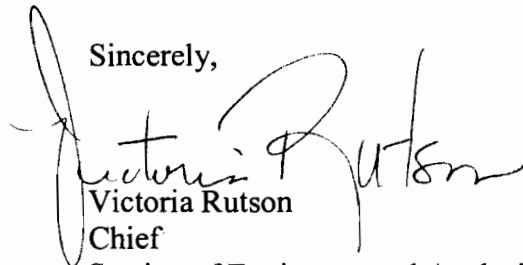
Pursuant to the Advisory Council on Historic Preservation's regulations for implementing the section 106 process of the NHPA at 36 CFR 800, SEA finds that there are no historic properties listed in or eligible for inclusion in the National Register of Historic Places within the area of potential effects for the proposed abandonment. Therefore, the Board finds that there are **No Historic Properties Affected** for this undertaking in accordance with 36 CFR 800.4(d)(1). Please inform SEA within the 30 day specified time frame if you object to this finding.

Enclosed please find a statement indicating our compliance with the documentation requirements of 36 CFR 800.11(d). The documentation for this finding, as specified at 36 CFR 800.11(e), consists of the railroad's Historic Report, all relevant correspondence, and the Environmental Assessment, which have been provided to your office and made available to the public. SEA believes that our environmental review

meets the intent and goals of NEPA, including 36 CFR 800.11 and 36 CFR 800.2(d)(2) (See 49 CFR 1105.8), and that the Section 106 process has been properly completed for this case.

SEA is committed to ensuring proper completion of the Section 106 process and we look forward to working with you in the future. If you have any questions, please do not hesitate to call me or Christa Dean at (202) 565-1606.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson", is written over the printed name and title.

Victoria Rutson
Chief

Section of Environmental Analysis

Attachments

**STATE HISTORIC PRESERVATION OFFICE
Application for Section 106 Review**

SHPO Use Only			
<input type="checkbox"/> IN	Received Date ____ / ____ / ____		Log In Date ____ / ____ / ____
<input type="checkbox"/> OUT	Response Date ____ / ____ / ____		Log Out Date ____ / ____ / ____
	Sent Date ____ / ____ / ____		

Submit one copy for each project for which review is requested. This application is required. Please type. Applications must be complete for review to begin. Incomplete applications will be sent back to the applicant without comment. Send only the information and attachments requested on this application. Materials submitted for review cannot be returned. Due to limited resources we are unable to accept this application electronically.

I. GENERAL INFORMATION

- ☒ THIS IS A NEW SUBMITTAL ☐ THIS IS MORE INFORMATION RELATING TO ER#
- ☐ Funding Notice
- ☐ Survey
- ☐ MOA or PA
- ☒ Other:

- a. Project Name: AB-290 (Sub-No. 284X) Norfolk Southern Railway Abandonment in Kalamazoo County, MI
- b. Project Address (if available): N/A
- c. Municipal Unit: Parchment County: Kalamazoo
- d. Federal Agency and Contact (If you do not know the federal agency involved in your project please contact the party requiring you to apply for Section 106 review, not the SHPO, for this information.): Surface Transportation Board, Christa Dean at (202) 565-1606
- e. State Agency and Contact (if applicable): N/A
- f. Consultant or Applicant Contact Information (if applicable): N/A

II. GROUND DISTURBING ACTIVITY (INCLUDING EXCAVATION, GRADING, TREE REMOVALS, UTILITY INSTALLATION, ETC.)

DOES THIS PROJECT INVOLVE GROUND-DISTURBING ACTIVITY? ☐ YES ☒ NO (If no, proceed to section III.)

Exact project location must be submitted on a USGS Quad map (portions, photocopies of portions, and electronic USGS maps are acceptable as long as the location is clearly marked).

- a. USGS Quad Map Name:
- b. Township: Range: Section:
- c. Description of width, length and depth of proposed ground disturbing activity:
- d. Previous land use and disturbances:
- e. Current land use and conditions:
- f. Does the landowner know of any archaeological resources found on the property? NO
Please describe:

III. PROJECT WORK DESCRIPTION AND AREA OF POTENTIAL EFFECTS (APE)

Note: Every project has an APE.

- a. Provide a detailed written description of the project (plans, specifications, Environmental Impact Statements (EIS), Environmental Assessments (EA), etc. cannot be substituted for the written description): Norfolk Southern Railway Company (NS) is seeking to abandon its line of railroad known as the CK&S Industrial Track extending approximately 1.4 miles between railroad mileposts CQ 41.3 near Rosedale Street and CQ 42.7 near Mosel Avenue which lies predominately within the City of Parchment, Michigan. There have been no rail operations of any kind on this line segment for many years. Prior to that time, the line was used to provide service to the Crown Vantage paper mill located in Parchment. The City of Parchment has proposed to acquire for development purposes the right-of-way underlying the rail line situated between the north end of

the bridge over the Kalamazoo River and Avenue G. Following abandonment, NS intends to salvage rail, ties and track material from this line. The subgrade and railbed will remain intact. The bridge over the Kalamazoo River situated at railroad milepost CQ 42.4 may be removed. NSR has been advised that local parties are interested in acquiring for trail use the southern portion of the line segment which includes the bridge. Should that occur, then the bridge would remain. Rail and track materials were previously removed from the portion of the line north of Avenue G. No alternatives to the abandonment have been considered as the line is no longer required to serve any customers and the right-of-way acquisition proposed by the City of Parchment can only occur following abandonment.

- b. Provide a localized map indicating the location of the project; road names must be included and legible.
- c. On the above-mentioned map, identify the APE.
- d. Provide a written description of the APE (physical, visual, auditory, and sociocultural), the steps taken to identify the APE, and the justification for the boundaries chosen. The APE for this project is the rail line right-of-way, which includes the bridge over the Kalamazoo River. The width of the railroad right-of-way is generally fifty feet. The abandonment will result in the removal of rail, ties and of the track material from the roadbed, and may result in removal of the bridge.

IV. IDENTIFICATION OF HISTORIC PROPERTIES

- a. List and date all properties 50 years of age or older located in the APE. If the property is located within a National Register eligible, listed or local district it is only necessary to identify the district: The APE includes a bridge and rail corridor that are 50 years old or older. The bridge over the Kalamazoo River is a 300 foot timber trestle constructed in 1921. The line was constructed in 1886. Neither the timber trestle bridge nor the rail corridor appear to have characteristics that would qualify them for listing in the National Register of Historic Places.
 - b. Describe the steps taken to identify whether or not any historic properties exist in the APE and include the level of effort made to carry out such steps: The sole structure within the APE is of ordinary design common to hundreds of timber trestles within NSR's service territory. It has no distinctive characteristics. Moreover, it was constructed thirty-five years later than the line itself.
 - c. Based on the information contained in "b", please choose one:
☐ Historic Properties Present in the APE
☒ No Historic Properties Present in the APE
 - d. Describe the condition, previous disturbance to, and history of any historic properties located in the APE:
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V. PHOTOGRAPHS

Note: All photographs must be keyed to a localized map.

- a. Provide photographs of the site itself.
 - b. Provide photographs of all properties 50 years of age or older located in the APE (faxed or photocopied photographs are not acceptable).
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VI. DETERMINATION OF EFFECT

- ☒ No historic properties affected based on [36 CFR § 800.4(d)(1)], please provide the basis for this determination.
- ☐ No Adverse Effect [36 CFR § 800.5(b)] on historic properties, explain why the criteria of adverse effect, 36 CFR Part 800.5(a)(1), were found not applicable.
- ☐ Adverse Effect [36 CFR § 800.5(d)(2)] on historic properties, explain why the criteria of adverse effect, [36 CFR Part 800.5(a)(1)], were found applicable.

Please print and mail completed form and required information to:

***State Historic Preservation Office, Environmental Review Office, Michigan Historical Center, 702
W. Kalamazoo Street, P.O. Box 30740, Lansing, MI 48909-8240***

MAP with APE marked (highlighted)

**Norfolk Southern Railway
Abandonment - MP CQ 41.3 - MP CQ 42.7
Parchment, Kalamazoo County, Michigan**

